



PRICE ONE CENT.

EXTRA. 2 O'CLOCK. BROOKLYN'S PERIL

The Water Supply Cut Off by a Break in the Conduit.

In Case of Fire Adjoining Buildings Must Be Blown Up.

Elevated Trains and the Bridge Cable Engines Stopped.

This Condition of Affairs May Continue for Forty-eight Hours or Longer.

Brooklyn is in great peril to-day.

The water mains are so nearly empty that if a fire should break out the only hope of checking it would be to blow up the surrounding buildings, and confine the conflagration to the area in which it started.

There is no water to be had, and the engines of the big manufacturing concerns depending upon the city mains, and even the bridge cable engines were compelled to shut down early this morning before the rash train was over.

Trains on the Hedgeswood line of the Union Elevated road were taken off early for lack of water to supply the locomotives.

There was barely enough water in the company's tank to keep locomotives drawing light trains on the Fifth Avenue line until noon, when that branch was also expected to be closed to traffic.

In the neighborhood of Brooklyn's City Hall there was water only in the cellars of buildings, and the pressure there was so slight that in places it was reported that it required twenty minutes to fill a pail with water.

Restaurants were compelled to refuse to serve customers with water for drinking, every drop being necessary to cook the meals. In every part of town citizens were out hunting for water for their families' necessities, and even then they did not fully realize the gravity of the situation.

THE CITY'S HEALTH IN PERIL ALSO.

There is grave danger that careless people will make the sanitary condition of the city serious. There is no water to flush the closets or keep back the sewer gas, and by night the tenements are likely to become almost unlivable.

The delay to traffic on the bridge, where two-car trains drawn by locomotives at two and one-half minutes intervals, instead of four cars every minute and a half by cable, and the taking off of trains on two important lines of the elevated system, was not so badly felt this morning as it will be this evening.

People living in Brooklyn are advised to avoid the bridges tonight if they can, as it will be impossible, owing to the stoppage of the cable engines, to handle all that are accustomed to crossing that structure and the crush during the rush hours will be something terrible.

The East New York and Broadway branches of the Union Elevated system will not be shut down, and the Kings County line will also be able to run all its trains, but the capacity of these lines will be strained to the utmost, and thousands will have to resort to the slower surface cars.

The situation is not exaggerated, according to such authorities as Supt. Martin, of the Brooklyn Bridge, and General Manager Martin, of the Brooklyn-Union Elevated Railroad system.

How long it will continue depends altogether upon the rapidity with which work is prosecuted on the conduit, which was broken Saturday by the caving in of the auxiliary trench at Liberty and Cyprian avenues, burying four men alive and injuring several others.

This conduit furnishes Brooklyn's entire water supply, and its breaking east of the Hedgeswood pumping station put the city on the comparatively small quantity of water stored in Hedgeswood and Prospect Park reservoirs, and which had been almost exhausted this morning.

There were only about 90,000,000 gallons of water stored in the Hedgeswood reservoir at 1:30 o'clock Saturday afternoon, when the conduit was broken by the cave-in.

Brooklyn consumes daily 55,000,000 gallons of water, and it was estimated that there was a thirty-six hours' supply on hand.

Yesterday but little thought was given to the situation by the average householder, as it was presumed the conduit would be repaired before the supply of water was exhausted.

NO WATER ON PROSPECT HEIGHTS.

The residents of Prospect Heights were the first to realize this morning that the situation was serious.

The supply of water for that section comes from the Nassau Reservoir opposite the Plaza, at the main entrance to Prospect Park.

It is a storage reservoir with a capacity of only 20,000,000 gallons, which are pumped into it from the Hedgeswood mains.

People who yesterday visited the Nassau Reservoir saw that it was about one-third full, but relying on the published opinions of the Water Commissioners that the conduit would probably be repaired by last night, they neglected to draw off a supply of water for their household use to-day, consequently when they awoke this morning they found that there was a drop of water in the pipes.

Big flat houses were as dry as the desert. Storekeepers, butchers and saloon men on Fifth Avenue were scouring about for a pail full of water, and the thought of the peril they were in should a fire break out caused the gravest alarm.

The occupants of the big Preston apartment house on Union street near Fifth Avenue, found that a tiny stream ran from a faucet in the janitor's room in the basement at the lowest corner of the building, and each

family was able to secure a pail full of water for cooking purposes, but at 8 o'clock this meagre supply was about exhausted, and what they were going to do for water the balance of the day they did not know.

Occupants of the houses still higher were in even a worse plight. Years for the sanitary condition of the neighborhood and the dangers of fire caused the housewives to consult with each other as to what they should do for their mutual protection.

Many men who were late in appearing at their business places had the valid excuse to make that they had to go on a hunt for the water with which their breakfasts were prepared.

THE BRIDGE CABLE STOPPED.

Up to 8 o'clock the bridge cables were running as rapidly as usual, but at 8:20 the cable stopped and the long trains were withdrawn.

Then a two-car train was pushed up to the platform and there was a wild scramble to get on board.

The little locomotive, puffing like an exhausted animal, was the only one left on the small train, and before another two-car train came out the platform was jammed full of perspiring, pushing and hauling humanity.

The approaches to the bridge were in ten minutes so congested that it was impossible for a person to get near the ticket-office, and the platform became a living stream of rain-soaked pedestrians.

Thousands started for the ferries, and those whose business did not absolutely compel their presence in New York returned to their homes.

WHAT BRIDGE SUPT. MARTIN SAYS.

To an EVENING WORLD reporter Bridge Supt. Martin said:

"Shortly after 6 o'clock this morning I was telephoned that there was no water in the engine station-house and I at once came down.

"The engineer informed me that there was only a water pressure of ten pounds instead of the usual forty-five. I realized that the cable would have to be stopped, but we kept it running as long as water enough to make steam held out. Then, of course, we had to stop.

"At 8:30 o'clock I ordered the cutting down of trains to two cars to be pushed over by locomotives, and that plan will be continued until we get water. The engines are being worked with water at the New York end of the bridge.

"We will be unable to handle all the traffic. We can only run six two-car trains with the locomotives on two and one-half minutes' headway.

"That means two cars every two and a half minutes instead of four cars every minute and a half, or forty-eight cars an hour instead of the 180 we usually run during the rush hours.

"I wish you would advise all persons who can seek the ferries to-night, as we can carry only about one-third the number of regular passengers across the bridge, or course the promenade will be open, but the jam about the New York end will make it a slow task to get across.

"When do you expect to get a supply of water?"

"I cannot foretell. They may get the conduit repaired by to-night, but the work is difficult and is even more dangerous by the rain of this morning. They may get down to the conduit and then have another cave-in.

"It is the gravest situation I have known Brooklyn to be in. Our engine-house is at one of the lowest points in the city, and when the mains show only a pressure of ten pounds there, as they did this morning, it means that there is no water for fire.

"If a fire broke out to-day the only salvation would be to blow up the surrounding buildings, and thus confine the area of the conflagration.

"Why, when I went into a restaurant this morning for breakfast the waiter said he could not give me water to drink, and a man who came in begging for a pitcher of water was told that it could not be spared."

NO TRAILS TO HEDGESWOOD.

Trains on the Hedgeswood branch of the Brooklyn Union Elevated Railroad were taken off at 8 o'clock. General Manager Martin was found by THE EVENING WORLD reporter in the dispatcher's office at the Bridge terminal of his line.

"We are unable to get water to run our engines on the Hedgeswood line," he said. "We had nine feet of water in the tank at the thirty-sixth street terminal of the Fifth Avenue line this morning. That was about 15,000 gallons, or enough to supply engines drawing drawing light trains until about 12 or 1 o'clock, when we will have to stop traffic on that line also.

"Trains on the Broadway and East New York lines will run all day, as we can get water at Nassau Avenue from the Long Island Water Supply Company for the engines on those lines. The service will also be increased as much as possible to accommodate people who ordinarily use the Hedgeswood line.

"No, I cannot guess when we can resume not until the conduit is repaired anyway."

DRAWN UP BY AN ARMYMAN WELL.

The Kings County "L" road has an artesian well at Alabama Avenue, which furnishes enough water for their engines, and consequently traffic is uninterrupted on that road.

At the Company's general offices, Fulton street and Borsum place, it was said there was no water in the building, except in the cellar, and there it took twenty minutes to draw a pail of water.

Last night and this morning the police were very busy serving the following notice:

CITY WORKS DEPARTMENT.
TO ALL WHOM THESE PRESENTS MAY COME:
Notice is hereby given that the water supply to the city of New York is at present cut off by reason of a break in the main conduit.

All factories that use water from the city mains are hereby notified that they must be discontinued until further notice from the City Works Department.

It is requested by the chief engineer that the break will be repaired and pumping resumed to-day, but that the water supply will be cut off again if the break is not repaired by to-day.

The Long Island Water Supply Company's main was connected with the Hedgeswood pumping station yesterday, and from this source Brooklyn can draw 2,000,000 gallons a day. "This and the water that can be forced from 125 driven wells around the pumping station will give about 5,000,000 gallons a day, 50,000,000 less than the normal supply.

The water famine will be felt all over the town, but the greatest suffering will be on the high ground, where water will be a luxury.

How many workmen have been thrown out

of employment to-day by the Water Commissioners' order cannot yet be estimated. Nearly all the officials of the City Works Department were out at Hedgeswood this morning, and little information could be obtained at the offices. It was admitted, however, that by to-night the greater part of the city would be without water.

An effort was made to make the danger appear as light as possible, and Chief Engineer Nevins, of the Fire Department, said that there was enough water in the mains to cope with an ordinary fire.

Chief of Police Campbell this morning sent out a notice to all police stations in New York and Brooklyn to notify laborers that all who would apply would be employed on the broken conduit at \$3 a day.

The break in the conduit caused a break in the gas main, and most of the churches in East New York were closed last night. The Presbyterian Church was lighted by lamps borrowed from people in the neighborhood.

WORKING TO REPAIR THE BREAK.

(SPECIAL TO THE EVENING WORLD.)

It was reported this morning that the break in the conduit this morning has been one of considerable activity. Three hundred laborers at 7 o'clock relieved a gang that had been working all night by aid of calcium lights and special trains bearing men have been arriving all morning.

The search for three Italian laborers, whose bodies are known to be buried in the avalanche of sand, has been abandoned for the present.

The possibility of a water famine has shown the heads of the Water Department that the break must be at once attended to and repaired under that portion of the conduit which lies concealed in a billow of sand.

To this end the gangs of laborers are bending their efforts now under the supervision of Water Commissioner Adams, Chief Engineer Van Buren and Assistant Engineer Bergen, who have been on the ground since an early hour this morning.

When the conduit is reached all danger of a famine will be over.

At 10 o'clock Chief Engineer Van Buren said to an EVENING WORLD reporter that the men would reach the conduit some time this evening, provided the rain did not interrupt the progress of the work by causing another cave.

It will take only a short time to repair the break after it is reached, he says, and the water could then pass through to the pumping station and the city be provided with its normal supply in a few hours more.

Every means is being used to push the work with all human speed. The water department officials realize that unless the break is mended and some water got through before nightfall the present supply will have been completely exhausted.

BUILDING TEMPORARY FLUMES.

In order to further facilitate work of getting the water through temporary flumes made of lumber are being constructed on both sides of the broken conduit for the purpose of receiving the shut off supply should the magnitude of the break turn out to be greater than is supposed.

Water Commissioner Adams told an EVENING WORLD reporter at 10 o'clock that there was at hand about 34,000,000 gallons of water to supply Brooklyn until the break has been repaired. This is less than Brooklyn's daily supply, which averages about 55,000,000 gallons.

A measurement of the water in the three reservoirs at Hedgeswood taken at 10 o'clock showed that they contained about 25,000,000 gallons. Commissioner Adams said:

"We are doing everything in our power to get at the break as soon as the water comes through. We are stopping at no expense to get water to help us, and we are offering them \$3 to come here for eight hours' work."

"Present indications point to the conclusion that we will have all the water we want inside of forty-eight hours.

"Besides our own supply we are getting 1,600,000 gallons from the Long Island Water Company and are pumping about 3,600,000 gallons from driven wells near the new pump-house.

"The work of getting at the break is progressing as rapidly as possible, though we had some trouble on account of the rain."

"I have limited the use of the water all I can, and I have no further news to tell unless it should happen that the water gives out altogether."

"It is true that the water supply is lowering rapidly, but there is a possibility that it may not run out before we fix up the broken conduit."

NEW YORK'S HOPES ARE IN RAIN.

Its Probable Effect Upon the Croton Storage Reservoirs.

The report of the Department of Public Works shows this morning that yesterday's draft on New York's water supply was far in excess of the amount which flowed into the big Central Park reservoir. There was 30 feet 10 1/2 inches of water in the reservoir Saturday, but this morning the measurement showed a recession of four inches.

Chief Engineer Hirsch said that the morning rain would hardly add a drop to the supply, but is particularly welcome, as it prompts him to hope that it will help to fill the empty storage reservoirs in the Croton watershed.

"The only place where we are storing any water in the Croton Lake," said the Chief Engineer, "is in the lake rose four inches between Friday and Saturday, and probably as much more yesterday, but I have not yet received a report from Mr. Hirsch."

It would be in the storage reservoirs, though, that the morning rain would be experienced, the scarcity in the city, and not in the watershed, as we did just prior to the opening of the new aqueduct.

NEW LAKES ON MARS.

A Theory that They Form Like the One in California.

The new lake in California may throw light upon some of the mysterious changes that have occurred upon the planet Mars, says the Youth's Companion.

Near the equator of Mars there is a region which is believed to be part of the dry land of that planet, and which has been named Lybia by the Italian astronomer, Schiaparelli.

A few years ago a change occurred in the color of Lybia, and some of the observers thought that it must have been suddenly overflooded with water. It was at that time that the color characteristic of the other regions of Mars that are supposed to be water-covered.

Other similar changes have been seen by telescopes on Mars. Now that a new lake has been formed on the earth why may not a similar phenomenon have taken place on Mars?

POINTERS ON THE RACES.

Small Fields to Compete at the Hilltop Track.

Banquet, Esquimaux and Now or Never to Run for a Purse.

Racing at Guttenberg will be continued to-day with a very fair card of six races. While the fields are small and the quality rather poor the sport should be good, for the entries are well handicapped and ought to furnish interesting contests.

The race of nine furlongs between Now or Never, Banquet, Esquimaux, Lepanto, Perid and Virgie ought to be a very good one.

The mile race in which Donohue, Lowlander, Sandstone, Oakway, Alderman Mac and others meet ought also furnish an interesting contest.

The sport begins with a dash of five furlongs for which the following are entered:

First Race—Purse \$400; for beaten horses: five furlongs.
St. James 122, Looze 114, Banquet 108, Esquimaux 100, Now or Never 92, Alderman Mac 84.

The two-year-old Lallah looks to have the best chance of any in this race, and she may win.

St. George may be the runner up and Glorifier ought to beat the others.

Second Race—Purse \$400; one mile.
Rover 122, Forest King 108, The Sheriff 100, Apollo 92, Esquimaux 84, Donohue 76, Lowlander 68.

This ought to go to Alderman Mac, who has won his last races with great ease. Oakway may be second and Donohue ought to beat all the others.

Third Race—Purse \$400; seven furlongs.
Lord of the Harvest 122, Vile Marie 108, Pelham 100, Double Cross 92, Brown Charlie 84, Little Fred 76, Glenwood 68.

Glenwood ought to have no difficulty in winning this event. Vile Marie, who looks the most dangerous of the others.

Brown Charlie also has an excellent chance, but he is liable to bleed. The distance is too far for both Perid and Virgie.

Fourth Race—Purse \$400; selling; five furlongs.
Romance 122, Looze 114, Esquimaux 108, Apollo 100, Little Fred 92, Fenryrol 84, May Day 76.

The race will be a very close one, and who looks to have an easy thing off. May Day may be the runner up and Romance ought to beat the others.

Fifth Race—Purse \$400; selling; mile and a furlong.
Now or Never 122, Lepanto 108, Banquet 100, Esquimaux 92, Fenryrol 84, Little Fred 76, Fenryrol 68.

Banquet looks to have a good thing off in this race and he ought to win easily. Esquimaux may be the runner-up and Now or Never may be third. The distance is too far for both Perid and Virgie.

Sixth Race—Purse \$400; selling; seven furlongs.
Rover 122, Banquet 108, Esquimaux 100, Fenryrol 92, Little Fred 84, Fenryrol 76, Fenryrol 68.

The last race of the day should go to Fenryrol. Fenryrol may be second and Fenryrol third.

Morning Papers' Selections.
First Race—Sir George, Gloster.
Second Race—Alderman Mac, Sandstone.
Third Race—Glenwood, Brown Charlie.
Fourth Race—Magpie Murphy, Little Fred.
Fifth Race—Perid, Banquet.
Sixth Race—Blackthorn, Fenryrol.

First Race—Sir George, St. James.
Second Race—Sandstone, Alderman Mac.
Third Race—McKever, Glenwood.
Fourth Race—Magpie Murphy, Little Fred.
Fifth Race—Banquet, Now or Never.
Sixth Race—Cortez, Fenryrol.

First Race—Sir George, Turin.
Second Race—Donohue, Alderman Mac.
Third Race—Vile Marie, McKever.
Fourth Race—Little Fred, Magpie Murphy.
Fifth Race—Virgie, Perid.
Sixth Race—Cortez, Fenryrol.

First Race—Sir George, Turin.
Second Race—Donohue, Alderman Mac.
Third Race—Vile Marie, McKever.
Fourth Race—Little Fred, Magpie Murphy.
Fifth Race—Virgie, Perid.
Sixth Race—Cortez, Fenryrol.

TRYING HER PATIENCE.

A Small Boy Who Persisted in Asking Questions.

Did you ever see a small boy—or girl either, for that matter—who didn't ask questions? Says the Detroit Free Press.

Of course you didn't, unless you were born blind.

It was a boy in this instance, and he was with his mother in the waiting-room of the Brush street station half an hour before train time. He had exhausted all the subjects suggested by his surroundings and was now asking questions.

"Mamma," he said, "why wasn't I a little girl?"

"Really, Freddie, I can't tell you."

"If I'd been a little girl, I wouldn't have been a little boy, would I?"

"No, Freddie."

"What's because, mamma?"

"Because I'd been a little girl, mamma, I wouldn't have been a little boy, would I?"

"Why, mamma?"

PLATT HAS GONE TO HELP.

New York Republicans Striving for the National Convention.

San Francisco Offers to Pay \$40,000 of the Party's Debts.

(SPECIAL TO THE EVENING WORLD.)

WASHINGTON, Nov. 23.—This is the day appointed for the decision by the Republican National Committee as to what city shall have the honor of receiving the delegates to the big convention at which the Republican candidate for President will be named in the next spring or early summer.

The boomers from various cities aspiring to this honor are on the quiver and all expressing a degree of confidence.

Much talk is still caused by the remarkable bid made Saturday evening by San Francisco, which was to give the delegates free transportation for themselves and a \$25 rate for their wives and families, also to guarantee \$40,000 to pay the debts of the National Committee.

Editor De Young presented the offer for San Francisco, but the delegation's case to-day is to be spread before the Committee by Representative McKenna.

There will be no choice on first ballot the delegates say.

At the New York headquarters Mr. Charles E. Conant said the New York delegation felt slightly encouraged over the prospects. Mr. Conant had no figures to give as to what New York expected to poll on the first ballot.

Many of the New Yorkers are making the same argument to the members of the National Committee that Omaha and Minneapolis are using, that is that the presence of a National Convention in their respective localities would be of the greatest benefit to the party.

KE-BENARY THOMAS C. PLATT left New York early this morning for Washington to join the other members of the Committee of Republicans, who are trying to induce the National Committee to place that party to choose this city as the place for holding the Republican National Convention.

Chauncey M. Depew, who is also one of the Committee and whose presence and influence would have had much weight in determining New York's chances, remained at home. He was seen there by an EVENING WORLD reporter and said:

"I told the Committee that I would not go to Washington unless I received word that certain conditions, which I do not care to name, had been complied with. I have not heard from them yet."

"You refer, I suppose, to the necessary money guarantee?" asked the reporter.

Mr. Depew replied: "New York lacks public spirit. There are people here who imagine that as long as they can get a thing done they will do it. They are not willing to give anything for the party."

"That is not for every man, we lose some of our best men on account of this feeling of apathy."

"This convention would bring to the city at least 100,000 strangers, who would be here for a week, and each of whom would spend at least \$10 a day while here."

The presence would benefit the stores and hotels, and yet I found it difficult to interest the people who would be directly benefited.

"There is, too, a growing prejudice in the West against New York. I don't know why, but there is. Western newspapers are constantly making remarks about this city calculated to do it injury. This Western prejudice must be overcome before New York can get the Convention."

LOST BRIDGE-JUMPER M'GARY.

His Body Not Yet Recovered from the East River.

The body of Francis MacGarry, of MacGarry, at the Brooklyn Bridge police have it, who made a fatal jump into the East River from the middle of the big span yesterday afternoon, had not been recovered at noon to-day.

Strong tide was running in at the time he jumped from the structure, and when his body reappeared after it first struck the water it floated for a few seconds at the north side of the bridge and then disappeared, borne northward by the swift-flowing current.

It may be several days before it is found, as it sank out of sight at once.

There is no doubt about the fact that the would-be rival of Steve Brodie was MacGarry, a son of a poor man, who lived at 107 Graham street, Brooklyn, and was well known at Kelly's saloon, 53 Walworth street.

MacGarry has been talking about making the jump ever since Election Day, and the frequenters of Kelly's saloon have given him about it every day. Last week MacGarry got a challenge to Steve Brodie inserted in a newspaper, daring him to jump from Brooklyn Bridge, and announced that he (MacGarry) would make the jump anyway during Sunday.

MacGarry sent a copy of the paper Saturday containing this notice to his wife, who lives in East Newark. She came to this city last night and went to the Brooklyn Bridge Police Station, where she said: "My husband has been lost in the wagon which took him on the bridge."

"Those belong to my husband," said Mrs. MacGarry, positively, when she saw them, and I have no doubt whatever that it was he who jumped over."

"When he lost his job at Fowler's iron works some time ago he began drinking very hard and I left him and went to live with some friends in Newark."

He was always talking about jumping off the Brooklyn Bridge, and said he and once leaped from a high bridge in Scotland and was not afraid.

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RESOP ON CURRENT EVENTS.

CXII.

Jupiter determined, it is said, to create a sovereign over the birds, and made proclamation that, on a certain day, they should all present themselves before him, when he would choose the most beautiful among them to be king. The Jackdaw, knowing his own ugliness, searched through the woods and fields, and collected the feathers which had fallen from the wings of his companions, and stuck them in all parts of his body, hoping thereby to make himself the most beautiful of all. When the appointed day arrived, and the birds had assembled before Jupiter, the Jackdaw also made his appearance in his many-feathered finery. On Jupiter proposing to make him king, on account of the beauty of his plumage, the birds indignantly protested, and each plucking from him his own feathers, the Jackdaw was again nothing but a Jackdaw.

DEATH IN A HOTEL FIRE. GOV. HILL SPEAKS PLAINLY.